

FEW AMERICANS DEAD; REPORTS SAY MAJORITY OF MISSING BELONG TO BRITISH CREW

LONDON ESTIMATES TOTAL TUSCANIA LOSS AT 101

ENGLISH ORDER SUPPLIES SENT TO IRISH COAST TOWNS TO PROVIDE FOR SURVIVORS COMFORT

OFFICIAL TOTALS MAY BE CHANGED, IS SAID

British Admiralty Gives Number of Yankee Men and Officers Saved as 2,011—Troops Moving to Front Were Part of 32d Division, Composed of Michigan and Wisconsin Former National Guardsmen.

SHIP SUNK IN TWO HOURS

LONDON, February 7.—The submarine which torpedoed the Tuscania was attacked by a destroyer. An American officer gave an intimation that the submarine was destroyed. This officer was one of the last to leave the Tuscania. He gave the Associated Press a vivid account of the disaster. The second torpedo fired by the submarine missed its mark, he said. A destroyer which was near the sinking liner dashed off toward the submarine using a bomb dropping device. The claim is made that the submarine was "done in" by the bombs thus exploded.

LONDON, February 7.—At one point there are 550 survivors of the torpedoed transport Tuscania, eight of whom are in a hospital. At another point there are 1,350 survivors, 80 of them in hospitals.

The admiralty announced late this afternoon that ten more survivors had reached a Scottish port. Survivors report that two torpedoes were fired. The first passed just astern of the vessel. The second struck near No. 1 boiler.

The behavior of the greater part of the soldiers and members of the crew was splendid. A few of them became excited, hindering the lowering of the boats. In some cases the entire crews were thrown out while the boats were being lowered. Other boats were let down hurriedly on men who were swimming around the liner. Many casualties were caused in this way.

Sergeant F. C. Dubuque and Sergeant Muller, both of Brooklyn, were rescued from a raft by a coasting schooner.

WASHINGTON, February 7.—That the total loss resulting from the torpedoing of the British transport Tuscania off the Irish coast has been reduced to 101, the majority of whom are members of the British crew, was the encouraging news contained in late unofficial bulletins from London today. The deaths among the 2,179 American officers and men aboard would thereby be very few. These figures contained in a report from the Associated Press correspondent in Ireland were confirmed at the American embassy in London.

Official figures given out here before the receipt of the later dispatches from London gave the number of American survivors as 2,011, or a loss of 188 lives, with a total loss of 210. It was believed, however, that reports from the missing would reduce the official casualty list and the later bulletin from London confirmed this belief.

The vessel, manned by a British crew and under convoy of British men-of-war, is reported to have been sunk on Tuesday night, although first accounts of the disaster did not reach London until 3 o'clock Wednesday afternoon.

Afloat for Two Hours. The Tuscania remained afloat for two hours after being torpedoed, according to a dispatch from London. This fact probably accounts for the comparatively small loss of life, and the apparent efficiency of the rescue work.

Most of the Americans were officers and men of the 32d national guard division, and were from Michigan and Wisconsin. Official reports from British sources state that a total of 2,387 persons were on board the transport.

WAR BROUGHT HOME.

WASHINGTON, February 7.—Secretary Baker issued the following statement: "The sinking of the Tuscania brings us face to face with the losses of war in its most relentless form. It is a fresh challenge to the civilized world by an adversary who has refined, but made more deadly the stealth of the savage in warfare. We must win this war and we will win this war. Losses like this unite the country in sympathy with the families of those who have suffered loss; they also unite us to make more determined our purpose to press on. "As rapidly as details come in, they will be given to the public, in order to relieve anxiety where possible, and notice will be sent as promptly as possible to those whose sons and brothers have been added to the nation's heroic dead."

supposedly heavily conveyed, fell in with the submarine, and it was regarded as probable that the ship stumbled on the submarine, rather than that the disaster was the first shot in the much advertised German offensive against the line of American troops and supplies.

British convoys near to the torpedoed ship closed in quickly and did heroic work. The position of the Tuscania off the north coast of Ireland also was such that numbers of British patrol ships and other vessels rushed to her side, and in that way the losses were minimized.

Dispatches from London described the condition of some of the survivors as pitiable. Many had cast aside all their clothes and had been swimming about for two hours before being rescued.

Three Die of Exposure. Three men from the Tuscania died of exposure in the open boats.

Women volunteer nurses at Larnie attended to slightly injured men. Wards were improvised in hotels. Thirty seriously injured men were dispatched to local hospitals, where they are receiving careful treatment. The resources of Larnie were taxed to the utmost to make the survivors as comfortable as possible and were sending supplies to the places where they landed.

Additional reports have reached the war department saying that about 600 survivors were at Larnie, Scotland, and that twenty-seven were at Islay, Scotland. The dispatches said the British authorities were doing everything possible to make the survivors as comfortable as possible and were sending supplies to the places where they landed.

Clothing for Survivors. The war department issued the following statement: "British authorities have wired instructions to their commands in Scotland and Ireland to afford our troops from the Tuscania."

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CUNARD AURANIA TORPEDOED BY GERMANS

VESSEL OF 13,400 TONS WAS BOUND FOR UNITED STATES.

DAMAGED, BUT NOT SUNK

NEW YORK, February 7.—The Cunard liner Aurania, 13,400 tons, was torpedoed by a German submarine within the last forty-eight hours while bound for the United States. It was learned from officials of the Cunard line today, although badly damaged by the explosion, the ship was not sunk, and is believed to be making her way back to port with the assistance of government vessels. It was said. The ship carried but little cargo.

The Aurania is a sister ship of the Anchor liner Andania, sunk by a submarine last month. She was built in 1915 at Newcastle-on-Tyne. In the same yard where the Mauretania was constructed. The ship was 330 feet long, 48 beam and had accommodations for 550 passengers in her cabin and 2,000 in her hold.

The Aurania made her first voyage to this port in April, 1917. She had not figured in the records of this port since that time. There were thirteen or fourteen passengers aboard the Aurania when she was struck, it was stated at the offices of the Cunard line.

ENTENTE AVIATORS BUSY WITH BOMBS

Americans Prevent Attempted Flight Over Lines by Twenty German Flyers.

31 HOSTILE PLANES LOST

Sinkings of British Merchantmen for Week Totals Fifteen Vessels, Including Ten Large Craft.

On the battle front in France the German artillery continues active in Flanders, the Arras-Cambrai sector and in Champagne. There also have been small raids at widely scattered points. On the American sector, the artillery action is lively. Only the artillery has been active on the Italian front.

German Works Bombed.

Entente aviators are busy dropping bombs on German military establishments and in downing enemy aircraft. One of two American flyers in a French bombing squadron brought down an enemy machine and American gunners drove off twenty German airmen that attempted to cross the American lines.

French, British and Italian aviators during the last few days have brought down thirty-one German airplanes and have dropped many tons of bombs on hostile targets. Berlin reports the destruction of seven entente machines on the western front.

British Shipping Losses. British losses in merchantmen due to submarines or mines aggregated fifteen vessels, including ten of more than 1,600 tons, for the first week of February.

The total equals that of the previous week, but in that period nine of the fifteen ships sunk were of more than 1,600 tons. Italy lost one large steamer during the week ending February 2. Two large and small French merchantmen were sunk in the same period.

SOLDIER KILLED IN ACTION.

Pershing Reports Wounding of Ten Men on February 2 and 3.

WASHINGTON, February 7.—General Pershing has reported that Private Rufus S. Atkins, infantry, of Winston-Salem, N. C., was killed in action on February 3. Details of fighting were not given.

Ten infantrymen were wounded slightly in action February 2 and 3. They were: Corporal Luther L. Burnett, Springfield, Tenn.; Private Henry J. Richards, Elm Grove, W. Va.; Walter L. Beach, Eastwood, O.; Raymond Czek, Chicago; Ernest O. Allen, Lansing, Mich.; Max Cantman, Romoff, Volinski Gubernia, Russia; James V. Lee, Garysburg, N. C.; Isaac Taylor, Woodbine, Ky.; David Snyder, Carlisle, Pa.; George H. Varborough, Dickey, Ga.; Corporal George Mitchell, of infantry, was wounded slightly February 4. He enlisted from Holdrege, Neb.

Estate for Hindenburg.

AMSTERDAM, February 7.—The municipality of Posen has decided to present Field Marshal von Hindenburg with an estate and to confer the freedom of the city on General von Ludendorff, the Berlin Kreuz Zeitung states. The Polish members of the city council unanimously opposed the proposal to confer these honors.

Norwegians Lose Twelve Ships.

WASHINGTON, February 7.—A cable dispatch to the Norwegian legation from Christiania says that during January, twelve Norwegian vessels, aggregating 18,855 gross tons, were "lost by the war," and eight Norwegian seamen lost their lives.

Admiral Sims in Rome.

ROME, February 7.—Vice-Admiral William S. Sims, commander of the American destroyer squadron in European waters, has arrived in Rome. A dispatch from the American legation here will remain here only a few days.

Fifty-six Aeroplanes Downed.

ROME, February 7.—Fifty-six hostile aeroplanes have been downed since January 28, the Italian war office announced.

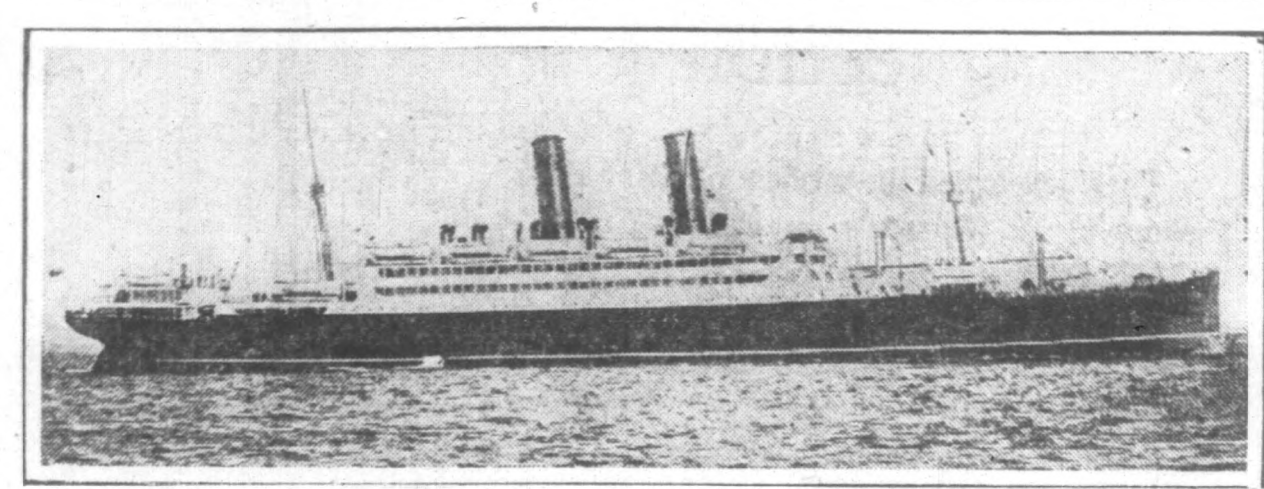
ALL ABOARD INSURED.

WASHINGTON, February 7.—All American soldiers lost on the torpedoed transport Tuscania were protected by government insurance, Secretary McAdoo announced today. How many of the men on the transport had applied for the insurance is not yet known. However, those who have not applied for insurance are protected by the automatic provision of the war risk law, which aggregates to each man about \$4,200, or \$25 a month for 240 months. Those who have applied for insurance will be covered by the amount named in their applications.

SOME OF THE SURVIVORS OF THE TUSCANIA REACH PORT ELLEN

WASHINGTON, February 7.—Among the survivors of the Tuscania arriving at Port Ellen, Islay, Scotland, were: Second Lieutenant Frank L. Baker, engineers; following belonged to Company E, 6th Battalion, 20th engineers: First Lieutenant Schweissinger, Sergeant Harry Kelly, Corporal Howard E. Wyck, Corporal William A. Cheir, Privates Alva Bowman, William A. Hieking, Charles H. Ineck,

SUNK BY GERMAN SUBMARINE



THE BRITISH STEAMER TUSCANIA

SOME MEN JUMP OVERBOARD

LONDON, February 7.—Thomas Smith, of Glasgow, a boatswain's mate on the Tuscania, said the transport was proceeding to an English port under convoy.

"At 5:45 o'clock on Tuesday evening," he continued, "I was in No. 1 room talking with a fellow-boatswain when I heard a terrific explosion and felt the vessel heeling over. I said to my mate: 'They've got her now.' "We commenced lowering boats on the starboard side. The soldiers were lined on deck waiting for the boats. Unfortunately, many jumped overboard."

"I found the boat at No. 9 station, when I proceeded, had been blown to pieces. I then helped to get boats 9-a, 9-b and 9-c away with full complements and the second officer got boats 1 to 7 safely away."

"After seeing these launched I proceeded to the other deck, where I launched a raft. I picked up fourteen soldiers and two of the ship's company who were swimming about. We had no oars and had to paddle along with our hands. We were picked up at 9 o'clock in the evening and landed Wednesday morning."

The first survivors were landed at 4:30 o'clock Wednesday morning. From then until 7 a. m. many patrol boats arrived, each bringing a full complement of survivors, the number of whom by that time had reached 550, including forty members of the crew.

All the medical men at Larnie, on the eastern coast of Ireland, where some of the survivors were landed, were requisitioned. One of the stewards on the Tuscania, named Houston, whose home is in New York, was near the engine room when the explosion occurred. He had much difficulty in reaching his boat station, owing to the list to starboard.

The steward found the boat crowded, but it was launched successfully. "We were among the lucky ones," he said. "We got away easily."

MAJORITY FROM WISCONSIN

DETROIT, February 7.—Although reports from Washington list the 107th engineers' train, which sailed on the Tuscania, as a Michigan organization, advice from Adjutant-General Berney, in Lansing, state that it is largely a Wisconsin unit. The old 31st, 33d and 32d Michigan regiments are in camp in Jersey City, according to latest information. It is apparent, therefore, that comparatively few Michigan troops could have been on board the Tuscania.

AMERICANS ARE FACING DUKE ALBRECHT'S ARMY

GERMAN COMMANDER IS OF ROYAL BLOOD.

LEADER OF BELGIUM DRIVE

(By the United Press)

NEW YORK, February 7.—Duke Albrecht of Wurttemberg is in command of the German forces facing the American troops in Belgium. The duke is one of the two German generals of royal blood who have made reputations during the war. The other is the Crown Prince Rupprecht of Bavaria. Albrecht was inspector-general of the 6th German inspection district when the duke broke his reputation as the destroyer of fortress warfare in the trench fighting.

He commanded the German army that subdued the great French fortress at Maubeuge in Belgium. This was the fall of Maubeuge under the unprecedented pounding of the new type of German siege guns that led to the abandonment of fortress warfare in the trench fighting.

After the battle of the Marne, in which Albrecht is not known to have participated, he was reported to have been assigned to the command of the German army in Belgium. This post he did not hold for long. One year later he received from the Kaiser the coveted order Pour le Merite, on the anniversary of the fall of Maubeuge. Albrecht's selection to command the German army opposite the American trenches means that he is to guard the road to Metz, the great fortress in Lorraine. Under American hammering Metz may prove to be Germany's Maubeuge and Albrecht may suffer the same fate he inflicted on the French and British which gained him his reputation as the destroyer of modern fortifications.

Albrecht is fifty-three years old and is "the duke of the only two sons of the head of the Wurttemberg ducal Catholics."

ORDER ON THE TUSCANIA

LONDON, February 7.—Proof of the order which prevailed on the Tuscania is given by the landing of two typhoid and two pneumonia cases without effect.

Forty of the survivors were taken to hospitals. In the majority of cases they are suffering from injuries as a result of accidents in the lowering of lifeboats or in consequence of sliding down ropes. The survivors are proud of the behavior of the only two women on the Tuscania. They went down a rope in fine style, laughing.

SINKING ONLY ADDS TO DETERMINATION TO WIN

PRESIDENT DIRECTED PUBLICITY AS TO UNITS ABOARD.

FINE BEHAVIOR OF TROOPS

The Indianapolis News Bureau, 33 Wray Building.

WASHINGTON, February 7.—Secretary Baker, in a brief statement over his signature today, undoubtedly reflected the sentiment of the entire country when he said in speaking of the sinking of the transport Tuscania: "It is a fresh challenge to the civilized world by an adversary who has refined but made more deadly the stealth of the savage in warfare. We must win this war and we will win this war. Losses like this unite the country in sympathy with the families of those who have suffered loss. They also unite us to make more determined our purpose to press on."

The loss of 10,000 men on the battlefield today, remarked upon by the nation as the loss of a few hundred by the sinking of a transport through the submarine warfare, is not the loss of the men that hurts so much. It is the manner in which they met their fate that counts. The loss of these young men, many of them from my own state, was taken, I know these men. Not one of them would hesitate to take his chance in the sinking of the transport. Under this savage method of warfare inaugurated by Germany a man has the chance of his life in the twinkling of an eye.

Senator Sees Coincidence.

The Michigan senator also recalled that it was a Michigan regiment which bore the brunt of the first battle of Bull Run in the civil war, and that history, repeating itself, will record that it was Michigan troops that were called on to make the first great sacrifice of this war.

The sinking of the transport will, of course, cause no change in the plans of the government for putting a million men in France as rapidly as it can be done. There may be other sinkings; the authorities will be surprised if there are not more as time goes on, but the purpose of the United States to win the war will not be influenced in the least by anything Germany can do.

Unquestionably one important and immediate effect of the disaster will be to unite the people of the United States more firmly than they have heretofore been united in a purpose to see this thing through.

The sinking of the Tuscania has lifted the veil of secrecy sufficiently to reveal to the public the fact that the United States is using British transports in sending troops abroad. For some time the British had been passing ships to the United States for this purpose. The movement of Canadian troops has not been heavy lately, and the history that were in use carrying troops from Canada to Great Britain are now used by the United States.

Secrecy in Future.

The public had not been permitted to know that the 32d national guard was moving to France. In this connection it may be said that other divisions of the national guard have recently gone abroad without any mention of the fact being made. In the future, as in the past, the government will, of course, decline to give any publicity to the movement of either national guard divisions or national army divisions. The President himself, a little before the sinking of the transport, had returned from the theater where he had spent the evening. He held at once that the fathers and mothers throughout

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EVIDENCE IN CHIEF ENDS AT TWO-FRAT HEARING

BIG POWER GRANT IN WILSON'S MEASURE

Administration Bill Would Make Military Dictator of President, Contentions of Critics.

BITTER FIGHT IN PROSPECT

Legislative Branch Would Be Rubber Stamp—Executive Bureau Could Be Supplanted in Trice.

The Indianapolis News Bureau, 33 Wray Building.

WASHINGTON, February 7.—The administration bill "authorizing the President to co-ordinate and consolidate the executive bureaus, agencies, officers and for other purposes in the interest of economy and the more effective administration of the government," now before the judiciary committee of the senate, will, in case it is reported favorably by that committee, undoubtedly provoke prolonged debate over the question as to whether the congress shall delegate this additional power to the President. First impressions are that the congress will refuse, but it is never safe to predict what the legislative body will do under pressure from the President.

The congress as a whole was glad to see the President acknowledge through the presentation of this proposed legislation that reorganization of the war-making machine is needed. The administration bill carries the first authoritative admission of this character. It looks now as if something even stronger would be introduced, strengthening the war machine. In the meantime the existing disjointed war machine will continue to rattle along.

Uncontrolled Power Given.

The opposition in the congress to such complete and uncontrolled centralization of power has been gaining headway recently. And yet the congress, as a whole, is ready to do anything that seems to be necessary to assist in winning the war. Many of the Democrats in the congress are as strongly opposed to the centralization tendencies as are the Republicans.

It was said today by the members of the congress that the President certainly can not hope to get the reorganization bill through unless he informs the legislative body as to the details of his plan. It is now understood that the President, with the assistance of members of the war industries board, has worked out a plan which he would like to put into effect, provided the congress grants him the authority to do so. If he submits the details of a reorganization plan to the legislative body and the congress commands itself or legislators much of the opposition to the administration bill will be overcome.

From the White House.

The bill, which was taken to the capital by a personal representative of the President yesterday and introduced by Senator Overman, would empower the President to take over completely the executive branches of the government for the period of this war. Its introduction was almost coincident with Secretary Baker's statement that such legislation was necessary.

It was pointed out at the capital that any of the existing laws relating to the powers and authorities of various commissions, boards and other organizations of the government could be swept aside by the President at his will under the new railroad bill to review rates fixed by the President. It is under the new railroad bill that the President could abolish the commission entirely or delegate its authority to his own secretary. It is, thus, defeating the purpose of the bill. The President would similarly be empowered to reserve for himself the federal trade commission, the shipping board and a hundred and one other organizations.

Repeating the question of Judge Spencer of whether it was a case of "eat your cake and have it," Mr. Winter said it was not, providing the company had a reasonable case.

The questioning, which tended to emphasize the position of the company that its franchise could not be changed without its consent, though the franchise could be changed without the company's consent, started when Judge Townsend commented on a case Mr. Winter had cited in which it was decided that a franchise contract could be changed by a state with the public utility company's assent. The judge wished to know why the word "assent" was employed and to know what would have been the status had the company not assented. Mr. Winter answered that a municipal utility is not a party to a franchise contract.

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ON BOARD THE TUSCANIA

WASHINGTON, February 7.—The war department announces that its records show the following were on board the Tuscania: Headquarters detachment and Companies D, E and F of the 20th engineers.

One-hundred-and-seventh engineer train. One-hundred-and-seventh military police. One-hundred-and-seventh supply train. One hundred aero squadron. One-hundred-and-fifty-eighth aero squadron. Two-hundred-and-thirteenth aero squadron. Replacement detachments Nos. 1 and 2 of the Thirty-second division. Fifty-one casual officers. The Thirty-second division is composed of national guard troops from Michigan and Wisconsin.

The official table of organization of the Thirty-second division shows that the One-hundred-and-seventh engineer train is composed of the first battalion of Michigan engineers and the first battalion of Wisconsin engineers. The organization is distinct from the One-hundred-and-seventh engineer regiment. The One-hundred-and-seventh military police was made up from the Fourth and Sixth Wisconsin infantry, and the One-hundred-and-seventh supply train from the Fourth, Fifth and Sixth Wisconsin infantry.

The troops aboard the Tuscania were mainly former Michigan and Wisconsin national guardsmen now attached to the Thirty-second division, trained at Camp MacArthur, Texas. Several aero squadrons and several companies of the Twentieth engineers, a forestry regiment, were aboard.

The One-hundred-and-seventh engineers, a forestry regiment, and the aero squadrons probably were recruited from various parts and the place they trained was not mentioned by the war department.

John Connors, One of Defendants, Testifying Previously to Beginning of Defense, Said That He Collected Money for the 1914 Campaign at the Direction of Joseph E. Bell, Who Also Is on Trial.

HEGARTY IS FIRST WITNESS

Testimony, which the Government introduced Wednesday afternoon in the United States district court at the trial of Joseph E. Bell and thirty-two other defendants, accused of poll frauds in the 1914 campaign in Indianapolis, will be found on Page 4.

Counsel for the defense today began the examination of witnesses in the United States district court at the poll fraud conspiracy trial of Joseph E. Bell, formerly mayor of Indianapolis, and thirty-two other men. The government concluded its case in chief early in the morning session.

Proceeding the call of witnesses by the defense, James Hegarty, city hall custodian in the Bell city administration, being the first witness, the government called the other against Andy Delan, a saloon keeper-defendant, because of lack of evidence. Judge Ferdinand A. Geiger, of Milwaukee, presiding at the trial, refused to discharge William F. Kissel, who always got the city mole contract under Bell, and William Reilly, who rose to chief of detectives in the Bell administration, motion for their discharge being made by their attorneys.

John Connors, once city smoke inspector in the Bell administration, who is among the thirty-two men now on trial, since the case against Donlan has been noted, appeared on the witness stand before the government rested its case, having requested that this privilege be given him. He admitted making campaign collections from saloon keepers in the campaign of 1914, which resulted in the present case, saying he acted at Bell's direction, and that he gave the money to Bell. Connors also said that some saloon keepers saw Bell personally, so as to make contributions.

Connors said that he collected a total of \$70 from saloon keepers in 1914. The testimony as to it was as follows: "Where did you deliver the money?" the government counsel inquired.

"I left it on Mayor Bell's desk," Connors replied. "I reported to him each morning and usually left with him what I had collected."

"Did you happen to make the collections?"

"The mayor told me to take up the collections."

"Did you pay any attention to the politics of the saloon keepers in taking up the collections?"

"No, sir."

Did Not Always Agree.

Hegarty, as first defense witness, appeared solely for himself, and his direct examination was a blanket denial of everything charged against him. His answers seemed a chorus of "no, sir," after L. Ert Slack, federal district attorney, had got him stopped from an inclination he showed at first to add explanation to denial. His long cross-examination was when Hegarty got a chance at explaining, but his explanation and some records did not agree. Mr. Slack brought out:

William E. Bright, a policeman-defendant, found its principal task covering on breaking down the evidence directed at Bell. Day by day the government had woven its network about the former mayor, alleging force and fraud that included bribery, threats and intimidation in the election and registration of votes in 1914, which his defense must seek to explain away. While some evidence seemed remote to Bell, the government contends that it all led to him, for, he contends, he was the complete master.

Only Echo, Is Contended. Former close associates of Bell supplied the most direct connecting links to Bell, but these witnesses—now becoming a direct object of defense attack—have been corroborated in part by disinterested persons or friends of the former mayor. What was done by Samuel V. Perrot, the men under him, was only the echo of Bell's voice, the attorneys for the government assert. Dennis J. Bush, former city street commissioner, testified that Bell told him that "my chief of police will be my chairman the

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